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## Official and Classified ADVERTISEMENTS

Continued from Page 15

### WANTED

FLAKE ICE MACHINE URGENT Telephone: COSHAM 765565

WANTED CQR anchor, approx 100 lbs weight, plus four drum beam trawl winch in good order. Telephone: 03917 6730 evenings.

GOOD buyer of quality pollack, smoked, wet, filleted or whole. Telephone: Grimsby 50551.

LIFERAFTS wanted, we purchase all types of liferaft, date of manufacture, make, and last service please. Liferaft Servicing Co. 14 Chapel Road, Tiptree, Essex. Telephone: Tiptree (0821) 815549.

LOBSTER pots/creels wanted, floats etc. wanted, either new or used, will collect. Telephone: Whitby 2154 evenings.

WANTED one ton hydraulic trawl winch, in very good condition. Dukes 7 Burnside Road, Bournemouth 763004.

WANTED echo sounder, R/T, and radar. Details telephone 0129 37014 evenings after 8 p.m.

WANTED hydraulic gearbox 2:1, suitable for 2 litre diesel. Telephone Mr. Walker, Sunderland 282030 07830 evenings.

WANTED rotary stainless steel shrimp, ridley, shrimps netting. Also 1/2lb or 1/4lb mesh, telephone Fleetwood Market 2800.

### SITUATIONS

### WANTED

EXPERIENCED lobster fisherman requires position. Lobster boat or trawler, anywhere considered, please telephone: Sliford 790517.

WANTED echo sounder, R/T, and radar. Details telephone 0129 37014 evenings after 8 p.m.

WANTED hydraulic gearbox 2:1, suitable for 2 litre diesel. Telephone Mr. Walker, Sunderland 282030 07830 evenings.

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### INSURANCE

BALVUS, BAIN (MANAGEMENT) LTD Managers for SUNDERLAND MARINE MUTUAL INSURANCE CO. LTD.

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April 15, 1977

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15p

# fishin' (m) moves

# 'DEAD-LOSS' EASTER ON PORT MARKETS

## 'STRETCH FOR NEW PURSER'

PETERHEAD'S LATEST purse seiner, the 80ft. *Morning Star*, has returned home after six months on the West Country mackerel grounds. Now she is to be lengthened by 15ft. and have RSW tanks fitted.

Equipped for both purse trawling and pair trawling, *Morning Star* worked in company with the 85ft. Gardenstown pair trawler *Flowing Tide*. The latter was geared up for trawling only, but the partnership worked well.

After helping *Flowing Tide* to tow her trawl, *Morning Star* would work her purse seine while *Flowing Tide* was lifting her own catch aboard.

Skippers James Duncan of *Morning Star* told *Fishing News* that, although there were plenty of mackerel, it had been very expensive on fishing gear. Both boats had to almost re-equip with heavier gear, as their original nets were getting damaged almost every other day by the lively and difficult to handle mackerel.

The two boats were among several Scottish vessels working the mackerel for the first time which found that their gear was too light.

However, Skipper Duncan said they had all benefited by their experiences and were now adequately geared up for the next season.

Another very important feature of the fishery was that boats without chilled seawater tanks could only sell their catches for fish meal. As neither *Morning Star* nor *Flowing Tide* have tanks, they were only earning half as much money as the boats with tanks.

Skipper Duncan is planning to fit *Morning Star* with chilled sea water tanks and to have her lengthened by about

15ft. so that there is room to fit a freezing plant.

The two boats also that they were hampered by having fish packed for empty trawls.

Without a pump set up to ten hours to lift 16 tons on board, an against 20 hours or so with a pump.

Both vessels already have seine pumps having these fitted as necessary attachment to trawls.

"We are now feeling the impact of the loss of the Icelandic fish and the enormous run down in operational trawlers because of fishing restrictions.

"On top of that the weather has been dreadful and this, in turn, has hit the west coast of Scotland trips and the North Seas. Overland supplies have also been hit by the bad weather," he said.

*Morning Star* and *Flowing Tide* were based at Peterhead and sold their catch around £28 a ton. They

for much of the time seven hours stem to stern with wet fish landings for the entire four-day period falling to below 20,000 tons — a figure at one time exceeded on each day during Show Week.

Often they found it difficult to clean up with the net but sometimes the boats get piled high with seagulls only able to get out of port.

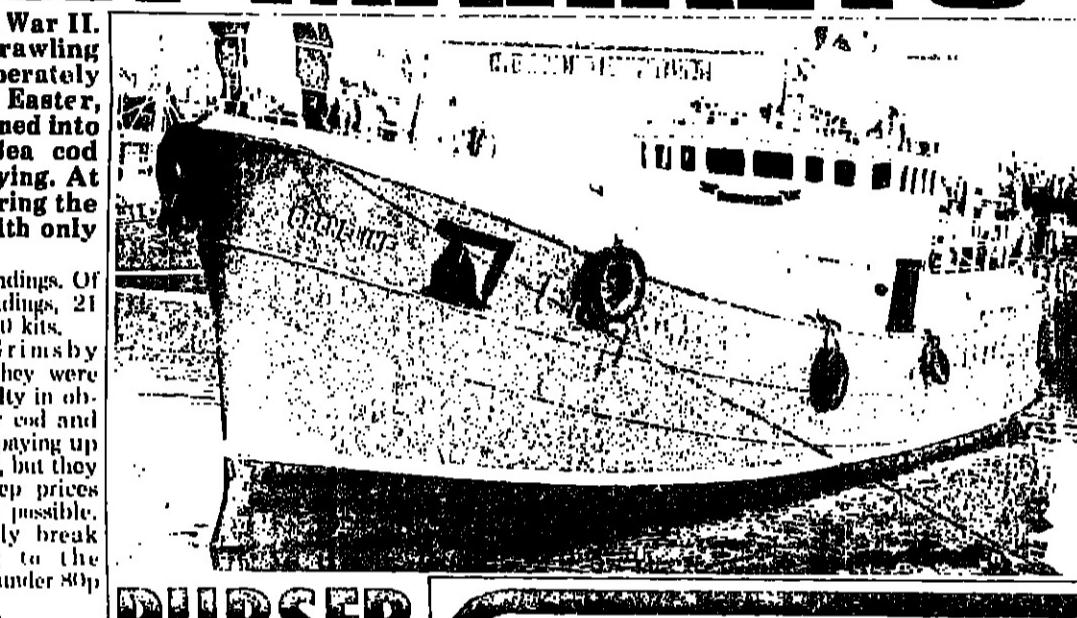
These were also at the same mackerel. Skipper

said that most seemed to have been with the mackerel, there were critical vice facilities in the west for the large Scottish boat.

People had to come far away as from Grimsby to deal with trawlers problem and go all the way to Bideford to have their repaired.

Skipper Duncan said he finds *Morning Star* a fine ship.

Continued page 16.



## PURSER ALMOST READY

THE new Fraserburgh purse seiner *Breneline* leaves the slipway at Peterhead. She is just a few weeks away from starting her trials following fitting out by the J. and G. Forbes yard. *Breneline* is one of the steel-hulled boats hit when the Smith and Hutton yard collapsed. Now, she is almost ready to join the fleet under Skipper Alexander Masson. More details — page 16.

## White Fish Trawls...

High opening Pair White Fish Trawls for «clean» bottom with chain ground rope or for «hard» bottom with bobbin ground-rope. Made of heavy polyethylene or nylon netting.

Single Boat White Fish Trawls for «clean» or «hard» bottom with rubber discs and/or bobbin groundrope. As used by many boats from the Faroe Islands.

We have recently had the pleasure of delivering these nets to: m/v «Faithfull II» and m/v «Uglevale» of Peterhead, m/v «Xmas Star», m/v «Mystic» and m/v «Wistaria» of Fraserburgh, m/v «Gem» of Buckie.

Write now for Brochure and Prices. Scotland: Contact your local Fisherman. England: Gollop Trawls, Mill Green, Lyme Regis, Dorset. Tel. L.R. 3620.

## Irish limit stir — armada from France threat

— armada

from

France

threat

french fishermen from the Breton ports were threatening to send an armada of boats to fish off the Irish coast in a protest against a ban on trawlers over 110ft.

Dutch fishermen have also been urging their Government to send in naval craft to protect their fleet inside the new limit.

Despite these protests, the Irish Government's unilateral action, which came into force last Sunday, has so far been incident-free. Irish naval vessels assisted by spotter aircraft are patrolling the limit.

On Tuesday, the French Transport Minister, Marcel Cavaille, said in Paris that the EEC measures were not legitimate and French fishermen could be sure of their Government's determination to ensure free access

to waters under Community jurisdiction.

Dutch fishermen have lobbied their Government to send naval boats in support of craft of over 110ft. fishing off Ireland, but the request was refused and Holland announced that it would submit an advance plan for fishing to the EEC Commission, but not directly to Ireland.

The Irish Government, when introducing the limits, said it would consider any

## IVER CHRISTENSEN'S Trawl Net Factory Ltd.

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Tel. 08-441477

Cable: Skagensnet



a new idea in trawling from Skagen

## Safety rules —

From page one

repair or improve it.

The trawler has worked the seas for 34 years without incident and Mr. French claims it is nonsense for the government to suggest she is unfit.

Meanwhile Mr. French has already lost £1,200 in earnings, faces bankruptcy and even the fear of being forced to sell his house simple to clear the mortgage he has on the trawler.

"This tragic situation arises as a result of the failure of the whole industry, and the government, to appreciate the significance of these regulations," says Mr. Cunningham. *Fishing News* had already drawn attention to the implications in the rules.

Mr. Cunningham points to the words of the DoT senior surveyor who said, "In my opinion on or before July 1, 1977, some 70 per cent of the beam trawlers in the West country will not meet stability requirements."

Safety is one of the paramount considerations at sea, says Cunningham. "But is it not the only consideration of a fisherman. We all know that earning money is a principal consideration, too, and when vessels are prevented from earning because of mistakes by Government, it is immediate to stand up and take three deeps trawlers.

Both reports refer to larger vessels, points out Mr. Cunningham. The regulations provide

that a vessel of 12 metres and over must have a stability certificate. Regulation 16 of the act prescribes the conditions for a stability certificate, and regulation 124, which could keep a vessel alongside the wall for five years, lays down exactly what surveyors can do.

I warn all trawlermen that the discretion of the surveyors is unlimited and can be and already had been arbitrarily used.

There are a host of other criticisms that can be made against these regulations, says Mr. Cunningham, but it is not yet too late to prevent this catastrophe happening to the inshore fishing industry in this country.

Mr. Cunningham can be contacted at 12 Temperance Steps, Brixham. Telephone Brixham 3200.

Consider this: recently in Brixham a well found trawler called the *Haringvliet*, a vessel with stability curves of IMCO +, was presented to the DoT surveyors for approval for beaming. She was obliged, at an estimated loss of £5,000, to lie alongside the wall because, — the DoT surveyor said her inflatable life rafts, although of English design (A) were not of English manufacture, and (B) did not contain instructions in English.

"If you wonder how reasonable the DoT surveyors are going to be, your answer lies in the fact they have not even read their own regulations. Firstly, there is no requirement that inflatable boats or inflatable life rafts should be of English manufacture, and secondly, there is no requirement that inflatable life rafts should have instructions carried on

them in English. And yet the DoT have also said it is their intention to apply the regulations in a reasonable fashion."

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# Slim hopes of Iceland deal

DISTANT water trawler owners are cautious over the news that a special EEC delegation is to open fishing talks in Iceland.

Headed by Foreign Office Minister of State Frank Judd, and including the Common Market's Fisheries Commissioner Finn Olav Gundelach, the delegation would be flying to Iceland in the near future in an effort to clinch a new deal which might enable a number of British distant water trawlers back on to the Icelandic grounds.

"There are certain factions within the Icelandic coalition Government which want nothing to do with British vessels fishing at Iceland. I think, under these circumstances, that it would be very wrong to jump the gun at this stage and assume we are going to get something out of the EEC visit."

A good deal of interest will centre on the Boston Group's *William Wilberforce*, presently on a trip to east Greenland and due back in Grimsby later this month.

If she can make a paying trip from the experiment it could influence other owners to follow suit and take the pressure off cod and haddock fishing off the Norway coast.

These quotas are still not yet agreed for this year, but may have used up to a half of the figure they will eventually be allocated for the current 12 months and, despite the firm *J. Marr & Son Ltd.* laid *Benella* and *Westella* in.

Ironically, the announcement came only a couple of days after the Hull-based firm *J. Marr & Son Ltd.* laid *Benella* and *Westella* in Iceland, the general opinion was being held in Grimsby last week that Greenland looked a better bet than Iceland — despite the "disasters" of *Benella* and *Westella*.

The Boston Group trawler *Boston Comanche* of Grimsby, recently reported as heading for east Greenland also, was diverted on sailing and is now working the Norway coast instead.

*Ross Revenge* — gamble on the east Greenland grounds. Trips to this area sealed the fate of *Benella* and *Westella*.

## DOCK OIL SLICK—£150 FINE

OIL discharged by a trawler had escaped into Lowestoft's Waveney Dock because workmen forgot to close a pump valve before an electrician started work on it, local magistrates were told last week.

Claridge Trawlers admitted being the owners of the trawler *Barbados* which discharged the oil into Lowestoft harbour and was fined £150.

David Cronin, for the firm, said the vessel's pump had failed and while trying to

was berthed in the Waveney Dock after returning from a fishing trip when the slick was spotted.

The fitter and his mate forgot to close it before an electrician was called to carry out repairs. When the fitter saw the oil leaving the vessel, he immediately had the pump turned off and poured a dispersant agent on the oil.

trace the fault the main bilge valve was opened.

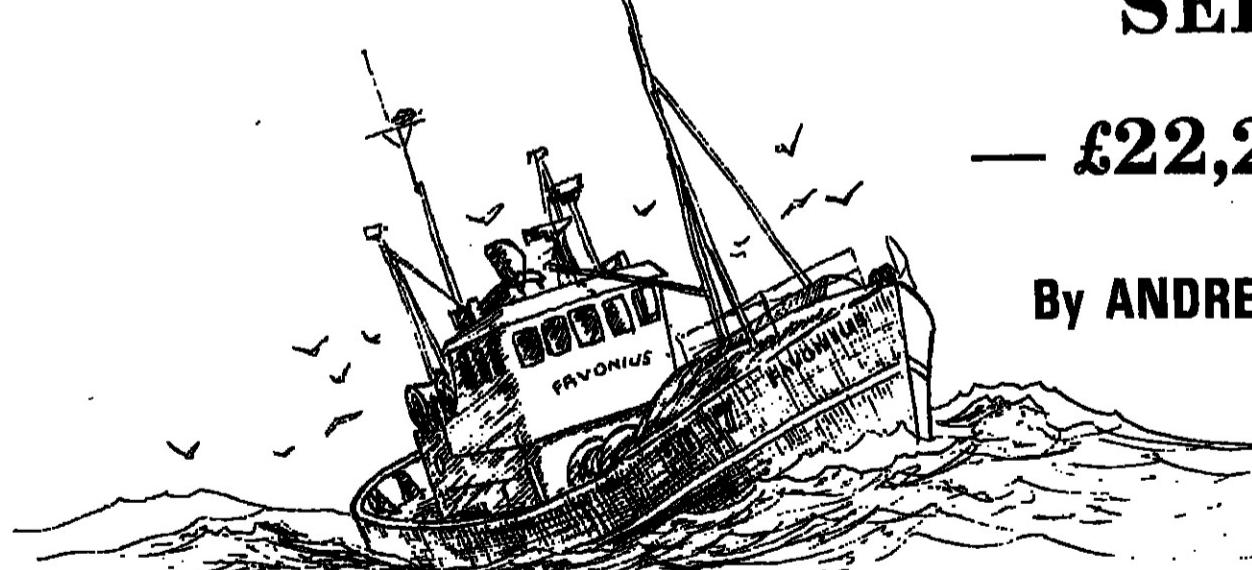
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## WORLD RECORD SEINE NET TRIP — £22,265!!

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MB FAVORIUS PD17



FAVONIUS used a CALEY made and designed net. Adding yet another achievement to CALEY nets.

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Agents for Apeldoornse nets

## Nets stolen

LYMINGTON fisherman Raymond Cruise had to delay the start of his first full-time summer fishing season when trammel nets worth £300 were stolen from his boat last week.

The nets disappeared from the 25 ft. *Mara Anne* (E12) at Lymington Yacht Haven.

The eight trammel nets were especially made for the boat and are rigged on 8 mm. blue twine yellow fleck polypropylene with tan floats.

## Safety rules 'cripple'

FLEETWOOD Inshore Fishermen's Association has again hit out at the Department of Trade fishing vessel safety rules.

Last week it sent a telegram to the department which read: "We demand immediate release from the crippling surveys and regulations enforced upon us without consultation by the Department of Trade and Industry until a full inquiry has been made into the unrealistic demands."

Anatole Kremensky, skipper of *Hovan*, was given a restricted penalty as Sheriff A. A. MacDonald accepted his explanation that he had received a radio message from the fishing master of an accompanying mother ship telling him he was authorised to fish in place of a vessel which had a licence but substitutes in this manner are not permitted.

The navy commander checked the number of the vessel against the list of Russians licensed to fish in British waters and found *Hovan* was excluded.

The Russian skipper told the British officers that he was authorised to fish in place of a vessel which had a licence but substitutes in this manner are not permitted.

Local solicitor, John Matthew, said *Hovan* left her home port of Tallinn on February 7 and fished off the Norway coast until April 5, two days before the offence.

Sheriff A. A. MacDonald said: "I shall not accept any such explanation in future. Every Russian skipper must acquaint himself with our fishery laws as they apply to them. They will be liable to the full severity of the penalties which these laws allow the courts to impose".

It stated *Hovan* was authorised for him to fish in the English Economic Zone.



Skipper Anatole Kremensky on his way to Lerwick Sheriff Court on Friday last week with an escort from HMS Jersey. His command, *Hovan*, is seen alongside HMS Jersey.

## £10,000 fine on Russian

A RUSSIAN skipper was fined £10,000 and his gear and catch worth £4,000 confiscated in Lerwick Sheriff Court on Monday.

Donald MacLeay, *Hovan*'s number, 4137, was Procurator Fiscal, said that the Russians had been granted licences for 40 vessels. Each vessel must carry a licence on board the boat.

*Hovan* was sighted by HMS Jersey 33 miles inside the limits, with her gear in the water and the trawl in process of being recovered.

The navy commander checked the number of the vessel against the list of Russians licensed to fish in British waters and found *Hovan* was excluded.

The Russian skipper told the British officers that he was authorised to fish in place of a vessel which had a licence but substitutes in this manner are not permitted.

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A Danish skipper was fined of Shetland, south of 60 deg north, with nets with a mesh number 44725. The skipper thought this was the only permission required.

The new order came into effect on April 1, since when the accused had not been at his home port.

Orla Thorhaugen, of Elso Skagen Fish of Skagen, admitted fishing 70-miles east board when intercepted by HMS Jersey included 43 per cent white fish — the law only allows up to 20 per cent.

John Matthew, agent for the accused, said Thorhaugen was unaware of the regulation, but Sheriff A. A. MacDonald said: "I do not accept that he did not know about the restrictions on fishing in the North Sea. I can do no less than fine him the maximum sum of £1,000, which seems to me a slight enough penalty, and I order confiscation of his gear."

The 27-ton catch he had

checked the number of the vessel against the list of Russians licensed to fish in British waters and found *Hovan* was excluded.

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## COMMENT

MAKING THE national headlines this week was the news that the president of the United States, Jimmy Carter, is preparing to issue a warning to Russia about the continued violation of his country's 200-mile limit by Soviet trawlers. Over 60 Soviet trawlers have been warned by the US in just over a month and two vessels are being held, with criminal charges pending against their skippers.

While our own foreign office and the EEC continues to pussyfoot with the Russians over fishing, it is encouraging to note that at least one country is not inhibited by wider political issues and is prepared to make a stand at top level.

There is no doubt that countries like the US and Canada take their extensions to 200-miles seriously. They prepared assiduously for it and this gives them the impetus to defend it.

By contrast, the EEC finds itself with a 200-mile pond and because it has not thought the situation through, is still groping around for ways to protect it.

The US is ready to impose a heavy licence fee on foreign fishing vessels and on a recent *Fishing News* visit to Canada government officials were not reticent in telling us that the price for fishing in their waters was going to get "tougher and tougher". Besides licence fees, the Canadians are going to insist that "black boxes" are installed on foreign vessels.

If the EEC cannot summon up the courage to clear the Russians out altogether, these are the sort of measures they should be taking if there is any determination at all to protect our resources.



Another first for Cygnus! In conjunction with Kort Propulsion Ltd., we can now offer fixed propeller nozzles on both the GM32 and GM36. Southern Comfort, a 32ft. stern trawler for Loos, has a static bollard pull of around 1.4 tonnes fuel, also, your propeller is more protected.



The GM32 is just one of a range of heavy displacement, ruggedly constructed GRP fishing vessels covering 21ft. to 36ft., all available in any stage of construction, and eligible for WFA, BIM, H and Tourist Board grants etc.

So why not let Cygnus work for you as well, for more details contact Chris Brook, Tel: Penryn (0328) 72870, Cygnus Marine Limited, Tregonglaze Industrial Estate, Falmouth, Cornwall, TR11 4RX. Telex: 45887

**THE CYGNUS WORKBOATS**





# NEW 'LORENZO' PAIRS WITH SISTER-SHIP

FLEETWOOD'S new 87ft. trawler *Lorenzo* has started pair fishing from the port with her sister-ship *Benvolio*. She began her maiden trip on Monday last week when the pair set off for the Irish Sea. It is thought the Tynedraft-designed trawlers will be undertaking relatively short trips.

She was built by the Tweed Ltd. It then passed them on to its division British United Trawlers (Grimsby) Ltd.

BUT finally allocated the pair to Fleetwood and they work under the management of Wyre Trawlers Ltd., which operates both boats, kitted her out.

They are equipped for bottom and pelagic trawling, either as a pair or singly, and they are the first of their type to be managed by the Fleetwood firm.

*Benvolio*, which was delivered last year by the Berwick yard, has been single-boat pelagic fishing for mackerel from Plymouth for much of last winter and a spokesman for Wyre Trawlers told *Fishing News* that she has had a successful season. However, she has been hampered by bad weather.

It is hoped to fit both *Benvolio* and *Lorenzo* with fish pumps to speed up the operation of emptying the net.

Without a fish pump it can take as long as seven or eight hours to lift mackerel on board which has only taken about six minutes to catch.

At present there are no other vessels of this size pair fishing from Fleetwood, although two larger stern trawlers have been working the gear successfully for several trips. The new pairing is seen as something of an experiment.

*Lorenzo* is fishing under Skipper Joe Newsham, formerly in charge of *Benvolio*, and the latter vessel is being commanded by Skipper Jeff Wright. Both are distant water skippers and have been with Wyre Trawlers for some time.

The building of the two vessels has been a complicated saga.

They were originally being built as seiner-trawlers for Peterhead skippers in association with Caley Fisheries Group Ltd., but the skippers eventually sold their interests in the boats to Caley Fisheries.

In turn, Caley transferred the vessels to its parent company Associated Fisheries

*Lorenzo*.

classified at Lloyds, her plans were appraised by Lloyds. Her scantlings are ten per cent in excess of their minimum requirements for this class of vessel.

Propulsion is provided by a Mirrlees Blackstone type EWSL6 air-starting, turbocharged, diesel engine which gives 750 hp at 900 rpm.

It drives through a Liaoan CG60/450 2.83:1 reduction gearbox, a Jonic fuel transfer pump, a Dowty standby lube oil pump for the main engine gearbox, and a Godwin J2 Mk. 2 domestic fresh water pump in a fixed Kort nozzle.

Belt-driven off an extension shaft, at the forward end of the engine, are an AC90 battery charging alternator and an Electrical Construction Co. 16 kW 415 V, three-phase, 50 Hz alternator.

The hydraulic power pack for the deck machinery is driven off the extension shaft at the fore end of the main engine through Framo MB2A 1:2.5 step-up gearbox and a Multimount flexible coupling.

The electrically-operated Framo clutch for the gearbox is controlled from the wheelhouse. The deadfront-type main switchboard is by Bauteil and three transformers are carried in the steering gear compartment. Two banks of Lucas nickel alkaline batteries are carried.

There are two Gardner 6LX auxiliary engines and each develops 120 hp at 1,500 rpm.

An ECC 40 kW 415V three phase, 50 Hz type BRF250 alternator and a Gilbert Gilkes and Gordon Gilmech Series M 300/875 bilge and general service pump are driven from the port engine.

Power for an ECC 80 kW 415 V, three phase, 50 Hz

type BRF280 alternator, a Desmi SA80 Major bilge and general service pump and the standby hydraulic deck machinery power pack is provided by the starboard engine.

Electrically-driven equipment in the engineroom includes two Worthington Simpson PTT8 air compressors, a Jonic fuel transfer pump, a Dowty standby lube oil pump for the main engine gearbox, and a Godwin J2 Mk. 2 domestic fresh water pump set.

A Rapp 24RS 2300 power block from Fishing Hydraulics (Scotland) Ltd. is hung on a long-reach crane mounted on the after starboard corner of the deckhouse top.

A Pyne type 1107 oil-fired boiler provides hot water for central heating and domestic use and this can also be used to warm up the main engine.

Electricity is provided at 415 V three phase a.c., 240 V single phase a.c., and 24 V d.c.

## Tanks

The deadfront-type main switchboard is by Bauteil and three transformers are carried in the steering gear compartment. Two banks of Lucas nickel alkaline batteries are carried.

A total of 21 tons of fuel oil are carried in four tanks under the fishroom and tank contents gauges are by Malone.

Two tanks in the storm cellar carry a total of 5.33 tons of fresh water. A water ballast tank is fitted in the forepeak and water is also carried in a tank aft for cooling the aux-

iliary engines when the boat is aground in tidal harbours.

Almost all the deck machinery is from James Robertson and Sons of Fleetwood and includes a 12-ton trawl winch, combination seine and cargo winch, net drum, anchor windlass, and boom swinger.

One pump can drive both Wilson points out that the trawl winch, or the net drum pump was chosen and cargo winch, and there two boats because it is a changeover valve to choose suitable for these the power to either winch or installations.

bonds are too work y as trawlers and so of constant delivery as advantages in

designed for *Lorenzo* trawl system incorporated. Hydraulic pump driven by an is provided by a Vickers motor.

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A Rapp 24RS 2300 power block from Fishing Hydraulics (Scotland) Ltd. is hung on a long-reach crane mounted on the after starboard corner of the deckhouse top.

The other pump drives' simplicity and has

net drum and the power inheritance costs.

In a similar way, but a Wilson says its policy divider allows both pieces the type of pump equipment to be operated for each vessel, simultaneously at half the delivery pumps but at full power.

Often the net drum is for seine netting.

The hydraulic system which powers the deck machinery has been designed and supplied by the Aberdeen engineering firm of C. F.

Wilson (1932) Ltd. A similar system was provided for *Benvolio*.

A number of dual-purpose vessels fitted with a similar range of equipment to *Lorenzo* have a ring main hydraulic system which incorporates one variable delivery pump capable of driving all the units of deck machinery. Valves are used to direct the oil to whichever unit needs the power.

Those systems offer a good degree of flexibility and are working well on the majority of boats.

However, the circuitry used in these systems is somewhat complicated for use aboard this smaller type of vessel which carries one engineer who spends much of his time helping with fishing.

The hydraulic system

is controlled hydraulically by a single valve.

The seine and cargo net drum is controlled from the wheelhouse. The controls are also fitted for

the net drum and power

For standby use, a Vickers hydraulic pump is driven from the starboard auxiliary engine acts in the same way as the main power but reduced speed.

Power for the boom and anchor windlasses is provided by a separate

unit.

Turn to page ten

for more information.

Below:

Left:

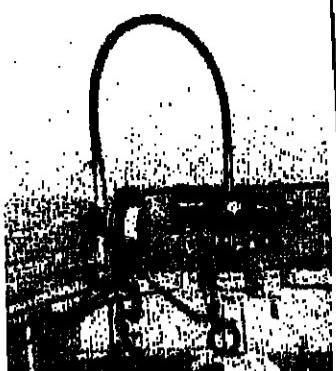
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Bottom

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- Work deeper water, fresh grounds
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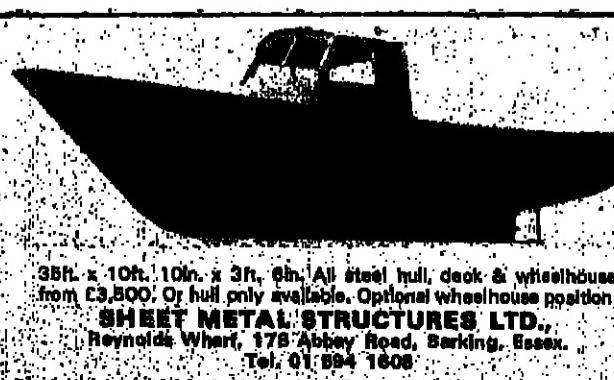
L.O.A. 18'0"  
L.W.L. 16'0"  
Beam 7'0"  
Draft 2'0"  
Disp. 2100 lbs  
Price ex works £480.00  
Hull only

**ML24**

L.O.A. 24'3"  
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**LORENZO**

From page nine

es, it is usually the complexity of the circuitry which causes problems.

Conventional trawl galleys are fitted at the starboard bow and on both quarters of Lorenzo. The galleys frames were fabricated by A. F. Engineering (Scotland) Ltd. of Peterhead. Towing blocks, and the various sheaves and bollards are from Davison Tyne Metal.

A roller on the transom rail facilities hauling the net over the stern. There is an aluminium landing derrick and Chalmit rubber-cased floodlights are fitted on the superstructure.

In addition to carrying lights which indicate that she is towing her gear, the boat also carries lights to show whether she is shooting or hauling the net.

The main deck is sheathed with 2½ in. douglas fir, while the fishroom is arranged for shelving, boxing or bulking and has a bulk carrying capacity of 105 tons. It is insulated on bulkheads, sides and deckhead with a urea-formaldehyde foam behind a GRP lining. In addition, the bulkhead between fishroom and engine room is lined behind the insulation with

Rockwool to meet DoT requirements for combatting the spread of fire.

The fishroom, fitted with Alcan aluminium stanchions and pine boards, is served by a single hatch with an aluminium cover.

The wheelhouse, skipper's cabin and funnel are fabricated of aluminium, but the remainder of the deckhouse is of steel. The deckhouse is extended to the rail and the port side.

Fish finding aids in the wheelhouse include Kelvin Hughes MS44 echo sounder with BLI Scale Expansion unit; Elac Fishlape; Simrad SL sonar with CM sonar scope; and Simrad FL Trawling net sounder.

Navigation and communications equipment includes Decca RM914 radar with magnifier and variable range marker; Decca S101 Mk. 3 radar; Sailor RT144 Loran C; and a Kampsie KS3.5 electric cooker and an LEC fridge are installed in the combined galley and messroom below the wheelhouse, while an LEC deep freeze cabinet is

also carried in the deckhouse at the port side.

Other facilities in the deckhouse include washroom, shower and w.c., plus clothes drying room.

At eight-metres high and arranged below deck, the skipper has a cabin leading off the after end of the wheelhouse.

Other equipment fitted in the wheelhouse includes Wynamstruments blade-type windscreen wiper and two Bostrom Viking helmsman's chairs. More rubber ring matting is laid in the wheelhouse and there is a Francis searchlight on the wheelhouse top.

Landed this February 18, 3,660 cwt. of whelk and scallop worth £52,800; 6,635 cwt. worth £12,000 came ashore in February 1976.

During February 1976, cwt. of sprats were landed at Whitby by Scottish boats with a value of £30,350.

**Earnings fall**

FISH landings and values fell at Whitby in February compared with the corresponding month in 1976.

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came ashore in February 1976.

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1976, cwt. of sprats were landed at Whitby by Scottish boats with a value of £30,350.

## Pursers stretched to fit tanks

MORE Scottish purse seiners are having their vessels substantially modified.

With future herring catches likely to be curtailed by even smaller quotas, skippers want to ensure that the fish they are allowed to catch is landed in the best possible condition.

Boats working Cornish mackerel have also found that only fish held in chilled or refrigerated seawater tanks is being bought for human consumption. Fish not in tanks has had to go for fish meal at half the price.

Already two pursers are being lengthened so that chilled or refrigerated seawater tanks can be fitted, while others are expected to be modified in the near future.

The mods often include full-length shelter decks, as these not only improve working conditions for the crew but also allow the vessels to carry large catches without impairing their stability.

The 87ft. Macduff purser *Heritage* is now in two halves in a shipyard at Zandam, Holland, ready to have a new 14ft. 8in. section inserted amidships. Main contractor for the improvements is the Maaskant shipyard which built her in 1972.

She is being fitted with three chilled seawater tanks and a full-length shelter deck; the tanks will be carried up to shelter deck level.

Skipper Joseph Alexander told *Fishing News* that they had found the absence of tanks a drawback on

mackerel and a hindrance to herring. Boxing herring is time wasting compared with fitting tanks.

The extra length will also give the boat a bigger carrying capacity, yet allow her to still carry boxed herring when needed.

Shipbuilders Hall Russell of Aberdeen is lengthening the 88ft. 6in. Gardenstown purse seiner *Courage* by 20ft. The new section is being prefabricated before being inserted into the vessel.

*Courage*, built by Hall Russell in 1973, already has

lengthened shelter deck being installed.

*Courage* and *Heritage* are by no means the first Scottish pursers to be lengthened and fitted with tanks, however.

During the last three years *Lunar Bow* from Peterhead, *Brighter Dawn* from Fraserburgh and *Azalea* from Shetland have been modified.

More recently the

Peterhead pursers *Pathway* and *Vigilant* have been fitted with shelter decks, while *Pathway* was supplied with a Kvaerner refrigeration plant.

A Fraserburgh skipper is understood to have bought a secondhand purser of 100ft. from the Continent, although she has not arrived in Scotland yet.

*Heritage* — now in half.



## Trials due—at last

THE NEW 85ft. *Fraserburgh* purse seiner *Breneline* is now being finished off for owners Skipper Alexander Masson and others.

It is now some three years since work began on the boat — a victim of the financial collapse of the Dundee yard of Smith and Hutton.

George Brown and Co. (Marine) Ltd. of Greenock built her hull and basic superstructure under contract to Smith and Hutton.

*Breneline* is now back in Fraserburgh and is expected to run trials in about a month.

The Napier Company Arbroath designed the vessel's lines and prepared construction at Fraserburgh.

Propulsion will be provided by a Mirrlees Blackett engine of 750 hp driving a controllable pitch propeller in a fixed Kort nozzle.

During fitting out work she fell off a slipway and her bilge plating was damaged. She was subsequently towed to the Peterhead slipway where repairs and finishing touches to her hull were carried out and she was painted.

*Breneline* is now back in Fraserburgh and is expected to run trials in about a month.

Chilled seawater tanks are fitted and electronics include three sonars.

also carried in the deckhouse at the port side.

Other facilities in the deckhouse include washroom, shower and w.c., plus clothes drying room.

At eight-metres high and arranged below deck, the skipper has a cabin leading off the after end of the wheelhouse.

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## Herring boat stuck

FURTHER attempts to refloat the 75ft. stern trawler *Brighter Dawn* from rocks four miles from Peel, Isle of Man, have failed and the boat has been written off.

Despite the confident predictions of Jim Connolly, the man in charge of salvage operations, that the £70,000 herring trawler would be freed from the rocks on Sunday morning last week, he did not even manage to get a rope on to her. The weather was

A spokesman for agents, Danbrill (Fish Salesmen) Ltd., told *Fishing News* that the pair would be undergoing a short fitting out spell in dock to prepare them for the new role, plus any repairs necessary after a hectic and arduous session single-boating for mackerel.

The pair are expected to leave on their maiden before the middle of the month.

Both vessels would seem to be ideally suited for pair trawling. With Caterpillar D379-TA marine diesels (unusually located aft of the fishroom) developing 565bhp at 1,225 rpm, there is plenty of power for the longer journeys pairs are now often making.

Additionally, both vessels have Kort nozzles and these should provide an extra ten per cent more thrust when towing. Their deck layouts are simple and the Smallwood two-drum split trawl winches, port and starboard, with Lebus spooling, should prove ideal for pair fishing.

The trawlers do not lack anything in the expertise of pair fishing for *Burton Agnes* is skippered by Derek Brown, the former deep water ace who stepped down to the smaller craft with *Mohave* and *Shawnee* to pick up a new Grimsby pair trawling grossing record last year (since broken by the Boje boats).

*Burton Pidsea* has Skipper Mel Torrington in command (see page four).

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